

PEARY'S SHIP OFF FOR ARCTIC SEAS

Little Vessel Sails From New York Cleared By Great Crowd.

WILL CARRY TWENTY PEOPLE

Commander Will Go By Rail to Cape Breton, Where He Will Board Ship.

(Special to The Times-Dispatch.)
NEW YORK, July 17.—While every form of craft whistled a god-speed, and hundreds of men, women and children justly cheered it and its crew, the polar ship Roosevelt lifted anchor yesterday afternoon off West Thirty-fourth Street, and steamed easily down the bay. Commander Peary, with a delegation of the Arctic Club, stood amidships bowing to the plaudits that came from all sides of the river. It was exactly 3:15 o'clock when she lifted anchor, and less than two hours later she had passed quarantine.

Commander Peary and his guests accompanied the Roosevelt to the Narrows, then returned to the city in the government tug Nantuxet. At midnight, after concluding every arrangement, Mr. Peary left the city on an express train, intending to go by rail to Sydney, Cape Breton, where he will board the Roosevelt and remain on her until the region is reached where she will be no longer serviceable.

Captain Frank A. Houghton will take the ship as far as Sydney, then Captain Robert Bartlett will take command.

Left Parents Unaware.

The physician who will accompany Commander Peary on the voyage, is Louis J. Wolff, of Silverton, Ore., a young man who has been connected with the Bellevue Hospital dispensary for several months. Dr. Wolff starts on the perilous journey with only an informal adieu to his parents. They will not know that their son has gone on the Arctic expedition until they receive a dispatch from him some time to-day. He says he did not wish to have his parents worrying about his intention, so he decided to keep them in ignorance of his going until he was out of reach of protest. Dr. Wolff's father is a wealthy hop grower of Silverton, Ore. On board the Roosevelt as she went down the bay were Commander Peary, Mrs. Peary, Marie Agnita and Robert Peary, Jr., their children; Mrs. Margdale, Dietsch, mother-in-law of the explorer; Miss Bab, Professor Monroe Smith, of Columbia University; L. L. Deafield, General J. Russell Lowell, Herbert L. Brigham, Philip K. Wolcott, Wallace Dwyer, of the Shipbuilders' Association; Charles Milliken, Fred P. Deafield and Professor Holland F. Stone.

Farewell Salutes.

Volley after volley of salutes roared from forts and clubs as the ship passed, while every liner, yacht and tug sent out its greeting in its own peculiar way. At the Atlantic Yacht Club a volley greeted the Roosevelt, which responded by dipping its colors. The yachts Josephine, Lucille and Carmen, steaming up the bay, blew their sirens, while the well-dressed women aboard waved their handkerchiefs and the men yelled. The Crescent Athletic Club also fired a salute and sent out a boat to convey its well wishes.

Before embarking there was an informal farewell held on the tug, Herbert L. Bridgman, secretary and treasurer of the Arctic Club, making a brief speech, in which he declared that the Arctic Club would stand by Mr. Peary and his crew to the last.

Replying, Mr. Peary said:
I appreciate all that has been done for me. I am going now in God's name, and with the help of God I hope to accomplish the best that I have planned for a northern sea. I know the crew. It is a tried one. I have no fears for it. Whatever the outcome, you may be sure the effort will not be lacking.

Later Commander Peary said he had new plans for the sledges, which must be used after the Roosevelt is abandoned. He will have from six to eight dogs for each sled.

Crew of the Roosevelt.

All told, there will be only twenty persons aboard the Roosevelt when she turns her bow to the north. Besides the crew, the captain and Dr. Wolff, already named, there will be George A. Wardell, the chief engineer, and Charles Peary, both veterans of Arctic expeditions. Triples, Matthew A. Hansen, Peary's faithful negro servant, and Professor Ross E. Marvin, of Cornell University. Professor Marvin is a geologist, and goes with a view to experimental work and to aid in the surveying and compassing work. Both Professor Marvin and Dr. Wolff are volunteers. Then there's the cat, a hitherto homeless creature, which boarded the ship at the Atlantic Transport pier a few days ago. He has been christened "Toby," out of respect for his new associations. He got a thorough scrubbing Saturday night, and isn't a bad looking animal after all. The crew say he'll live several minutes in the Northern air.

Yesterday morning 3,500 tons of coal were pitched into the Roosevelt's hold, and the final cargo was stored away. In the early hours of the morning private launches did a land office business carrying the curious over to the ship while she lay off West Thirty-fourth Street. Some of the launch owners demanded as much as \$2 for the round trip and got it. Several persons narrowly escaped being drowned, owing to the recklessness of the pilots of these small craft, most of whom seemed to have drunk too freely to warrant the safety of the guests. One anxious person, in white duck trousers slipped off a launch and got a ducking almost up to his waist before he caught the line thrown from the Roosevelt.

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This Company will receive subscriptions to the FIRST PREFERRED 5 Per Cent. Stock (Non Taxable) of the

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This Stock is an absolute FIRST LIEN on the property of the Corporation, and no bonds can be issued while any of this Stock is outstanding.

VIRGINIA TRUST COMPANY

"SEVENTY-TWO YEARS—NONE OF THEM WORTH THE WHILE."

"My Life Could Have Been So Much Better, or, At Least, So Different," Declares Senator Platt.

(Special to The Times-Dispatch.)

NEW YORK, July 17.—"Seventy-two years old—a great many days and months and years—some of them fruitful, some barren, but none of them worth the while—

"No, it has not been worth while. It could have been so much better—or, at least, so different from what it is—

Senator Thomas C. Platt, victor in countless hard-fought political battles, head of a great and successful corporation, reputedly wealthy, the son of a

hundred loyal friends, and avowedly in better health than he has been for years, made this remarkable statement yesterday, and in the next breath said:

"I never felt better in my life."

The senator stood on the piazza of his home, Ticonderoga, back in the Bunnymun Mountains, near Highland Mills, N. Y., and looked out over twenty miles of blue sky and green woods. No shade of indifference was in the old man's eyes; his voice was firm and had in it that ring of hope and decision that one hears in men half his age—men who are going up the hill of life, not coming down.

Mr. Platt had been up early in the morning with a dozen guests, who had spent Saturday, the senator's birthday, at his home.

"No," he repeated, "I don't think it has been worth while. If I had it to do over again, I should model my political life along other lines."

The Citizens' Bank of Creedmore, Granville county, capital \$750, subscribed by B. G. Rogers, J. W. Mangum and S. C. Lyon.

The Riverside Grocery Co., of Riverdale, Craven county, is chartered with \$500 capital, Louis B. Habicht, Jr., and others.

State Superintendent of Public Instruction J. Y. Joyner returned to-day from his ten days' vacation at Atlantic City.

Former Eastside Tammany Leader Security for Ahle.

(By Associated Press.)
NEW YORK, July 17.—Charles H. Ahle, the young man under arrest for attempted blackmail of Edwin M. Post, a member of the New York Exchange, was released on bail to-day furnished by Martin Engle, formerly an Eastside Tammany leader.

Mr. Post charges that Ahle attempted to force him to subscribe for a book entitled "America's Smart Set" by promising that if the \$400 subscription was paid at once a scandalous story involving Mr. Post's name would not be printed.

(By Associated Press.)
NEW YORK, July 17.—Without showing special activity or excitement, the cotton market ruled generally firm and advanced nearly \$2 a bale from the closing price of last Saturday. The demand came chiefly from shorts and some of the larger professionals, whose purchases were said to be based on expectation of a bullish reaction in the Southern acreage estimate. The close was steady, with practically the best prices of the day, with an advance of 38 to 41 points. The sales of the day were estimated at 90,000 bales.

Advance in New Orleans.

(By Associated Press.)
NEW ORLEANS, July 17.—The cotton market was active to-day, with the prices mounting upward as rapidly as they went down last week. The general belief that the new government acreage report will show a reduction of at least 15 per cent, compared with the report of June of only 14 per cent, and the bid crop reports were the causes of the rise. At one time the range of prices was about 10 cents higher than the lowest of the reaction of last week.



JAMES J. HILL.

The great railroad magnate, in an interview Sunday, discussed business conditions, declaring that what is needed above all things is a trade "revival." The country, he said, is not getting as much profit, resources considered, as it should. Time and effort are wasted in dilly-dallying with South America and the Panama Canal, and political interference in business affairs is bad. Owing to the operations of quacks and demagogues, the nation is falling behind in the mercantile procession, Mr. Hill said.

TRADE "REVIVAL" NEEDED, HILL SAYS

The Country Dilly-Dallying With South America and Panama Canal Too Much.

TOO MANY QUACKS AT WORK

Laughs at Federal Supervision. Says Public Opinion is the Great Corrective.

(Special to The Times-Dispatch.)

LENEX, MASS., July 17.—"I see no dangerous shoals ahead in the business and financial situation, so I look for any sort of a business boom. The country ought to be thankful if business moves along in its present volume."

"What is needed the country over is a great awakening, a sort of revival, in its business methods in domestic and foreign trade, and a different and higher commercial standard or moral tone. The great awakening will have to come before we are a world power."

These were the concluding words of James J. Hill in an interview yesterday. Mr. Hill was at the home of his son in the Berkshire Hills, half-way between Lenox and Stockbridge.

Period of Demagoguery.

"There is much to say on the general conditions of business," said Mr. Hill. "There are many favorable elements in the prospect and still more unfavorable features to be reckoned within the general estimate. We are in a period of demagoguery, which breeds fear. There are too many quack political theories which clash with sound business. We are in a period of 18,000,000 people at more, working and developing rich natural resources. I complain, however, that we are making a poor job of it from a trade and business point of view. The country is richer far than England or Germany, and yet its fruits of trading are exceedingly small compared with what they ought to be. It is all very well to talk of the law of the jungle, but with one another, but what is that but taking money out of one pocket and putting it in another?"

"Individual effort is restrained by political theorists and demagogues leaders. Compare our efforts with those of Germany. There the Emperor himself is at the head, guiding and fostering commercial development. We are behind in the procession, and five or ten years hence this country will deplore the present policy of political interference locally and nationally."

Against Panama Canal.

"We are dilly-dallying with South American trade and are trying to build the Panama Canal. What good is that? We have not the ships, and freight rates to the East are against it. I have not the present laws for a merchant marine. I myself have recognized that condition and shall certainly never again build a ship under the American flag."

"Yes, ships can be built cheaper abroad and operated more successfully, from a commercial point of view, than a foreign flag. There are too many hampering influences on commerce from governmental and individual quarters."

The Equitable disclosures Mr. Hill regards as symptomatic of the period. "The great question is the law of the land," he said, "but I will say this, that insurance business will shrink and shrink until it is a mere shadow of its former self. In other words, an awakening, in the methods of doing the insurance business."

"Have you any remedy, any panacea to suggest? Would Federal supervision do, for example?"

"Federal supervision," replied Mr. Hill in disdain. "Can the blind lead the blind? Could any good come out of it with the quack methods of the nation. And there were no laws to punish. Have there been any punishments? No, the laws have been commuted, but, thank God, there is public opinion. That is the great corrective and punitive in this republic. Public opinion, it would seem, punishes in this country and not the law, for there is too much 'pull' and 'grout' and 'pull' and 'grout' in this country. The Equitable disclosures and other corporations reveal a low moral tone in the country."

"Water cannot flow higher than its source," was the epigrammatic reply.

Opening of the East.

Here Mr. Hill again reverted to his pet theory and his great hobby, the opening of the Eastern markets to the United States. He went on to argue that wealth and commerce and prosperity were being lost to the United States by the sale of goods to foreign countries, and that our merchants and manufacturers were faring badly in competition with other leading commercial nations, chiefly on account of restrictive governmental and individual influences and their own negligence.

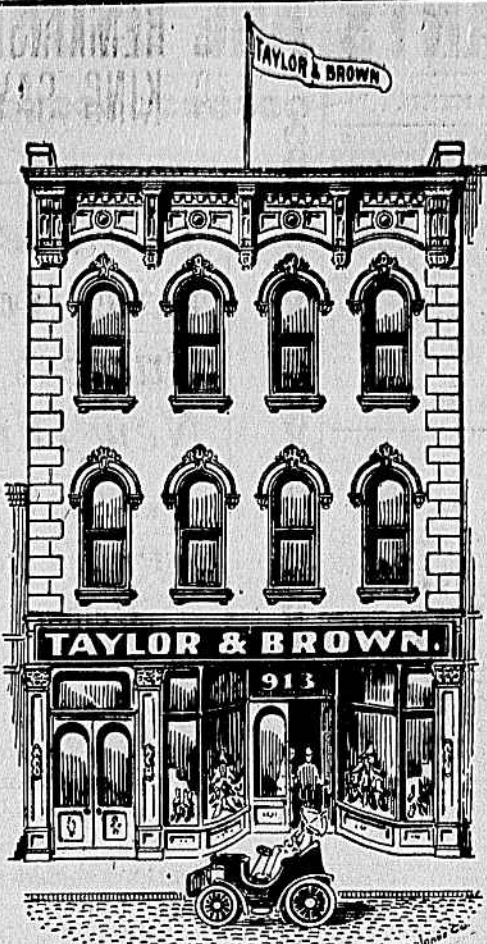
Virginians at Harvard.

(Special to The Times-Dispatch.)
CAMBRIDGE, MASS., July 17.—Among the teachers and others enrolled at the Harvard University Summer School, just opened, are the following from Virginia: Marianna P. Higgins, Accomack County, college admission, English; Mary E. Luce, Boydton, nineteenth century English literature; Beatrice Robertson, Sunny Bank, medieval European history; Thalia S. Hayward, Hollins.

Washington Affairs.

(Special to The Times-Dispatch.)
WASHINGTON, D. C., July 17.—Rural carriers appointed for Virginia routes: Boxwood, route 1, Frank L. Turner, carrier; George L. Mitchell, substitute. Peck, route 1, Abraham W. Hyton, carrier; Posy C. Hyton, substitute.

Phoebe B. Pinner appointed postmaster at East Lake, Dare county, North Carolina, vice John B. Pinner, resigned.



Taylor & Brown's Removal Sale

Increase of business necessitates our securing more commodious quarters.

We move September 15th to building now occupied by Southern Express Co., which will be renovated and made to include the largest and handsomest retail shoe warerooms in the South. (See cut.)

Special Removal Sale of Our Present Stock, Beginning at Once.

Taylor & Brown's name is always a guarantee among shoe buyers. It means during this sale an additional guarantee of extraordinary bargains.

Below is an index to an absolute sacrifice of high-grade shoes.

Men's Shoes

Both high and low quarter, in black and tan, patent leather, vici, box calf, gun metal, or any other material, shape or size.

Those That Sold for

\$5.00 will be \$3.75

\$4.00 will be \$3.00

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Our past record is a sufficient guarantee of the genuineness of this offer.

Extra Special.

White Canvas Shoes will be cut from

\$3.00 to \$2.00

\$2.00 to \$1.50

\$1.75 to \$1.25

Miscellaneous and Children's Shoes will be sold at the same relatively low figures.

Ladies Shoes

All the latest styles, both high and low quarter, in every shape, style and in all the popular leathers. For this sale will be cut.

Those That Sold for

\$5.00 will be \$3.50

\$4.00 will be \$3.00

\$3.50 will be \$2.50

Remember, the Sale Is Now On. All Purchases at These Prices—CASH. No Exchange.

TAYLOR & BROWN, 918 EAST MAIN STREET, Richmond, Va.

WOULD NOT LET CHILD HAVE A PHYSICIAN

Leader of Sanctified Band Arrested for the Death of His Child.

(Special to The Times-Dispatch.)

BLUESFIELD, W. VA., July 17.—James H. Pearson, leader of a Sanctified sect or religious denomination, similar to the Christian Scientists, was arrested yesterday on account of the death of his child, who he refused the attention of a physician. The child had been sick about six weeks. Pearson said when arrested, "If my belief and action in this trouble is contrary to the laws of the country, I am willing to go to prison. We did not have a physician in attendance. The Sanctified sect has a large number of followers here. The citizens are greatly worked up over the affair."

STATE SENATE FIGHTS.

Many of the Old Members to Be Renominated; Some Opposed.

Nominations for the State Senate are slow being made this year, many of them coming up at the time of the State primary. Of the twenty to be elected a number of incumbents are not standing for re-election. Among those who will retire are Colonel George Wayne Anderson and Mr. Julian Bryant, of this city; Mr. E. P. Cromwell, of Norfolk county; Mr. J. Harman, of Tazewell, a Republican; Senator William Hodges Mann, of Nottingham; Senator William B. Mellwaine, of Petersburg; and Dr. G. M. Wallace, of Stafford.

Successors have been nominated for Colonel Anderson's seat, Judge T. Ashby Wickham and Mr. Thomas W. Gardner, both of Henrico, are candidates for the succession to Senator Bryant. Senator W. B. Barkdale, of Halifax, is not a candidate for re-election. Mr. R. N. Noblin is said to be slated to succeed him.

Senator J. C. Byars, of Bristol; John S. Chapman, of Greene; George T. Ford, of Loudoun, and W. A. Garrett, of Henry; B. T. Gunter, of Accomack; A. R. Hobbs, of Prince George, and Bland Massie, of Nelson, are among those who are understood or known to be candidates for re-election. Several of them have nominal opposition. Senator John N. Ople will stand for re-election, and ex-Lieutenant Governor Echols is understood to be a candidate for the place. His friends claim that he will be returned to his old seat in the Senate.

Colonel W. V. Sale, State senator from Norfolk city, is a candidate for renomination, and his victory is practically conceded, one of his opponents having withdrawn. Mr. N. T. Green is opposing him; Senator J. Boyd Sears, of Mathews, has opposition in the person of Major J. N. Stubbs, ex-senator and member of the House. It is a hard fight, complicated by a contest for a circuit judgeship. Claims as to the result are irreconcilably conflicting.

Senator George S. Shalkford, of Orange, is a candidate for renomination, and will probably have no opposition. Senator P. B. Blair, of Giles, will probably be renominated without opposition. In November, the district being a very doubtful one.

It is not known here whether Senator Hutcheson, of Mecklenburg, will stand for the position again, but his health was so poor at the last session that it is considered unlikely that he will make the fight again.

Senator Massie, of Nelson, has a hard fight for renomination with Mr. Aubrey R. Strode, of Amherst, as contestant. The two counties are so evenly balanced in

Ohio and Western Oil Corporation

This Corporation presents to-day an official and reliable statement showing the number of wells drilled during the month of June, 1905, in Northwestern Ohio, in the "Lima District," and also figures showing the production of these wells, and the number of dry or unproductive wells drilled. More than Ninety (90) per cent of all the operations in this territory are profitable.

Wells Completed	Daily Production (barrels)	Wells Dry or Un-productive
122	1545	10

Hancock County (immediately adjoining Ohio & Western Properties.)

Wells Completed	Daily Production (barrels)	Dry or Un-productive
12	220	0

With these facts before you and the assurance of conservative management, you should be, as we are, confident of success. The OHIO & WESTERN is rapidly pushing its work forward and their wells, already completed, show a splendid average.

This Corporation is now offering its stock on very liberal terms.

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Consultation of a general nature is free.

Nobody approaches what we do for the money.

Appointments made.

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inauguration of THROUGH PULLMAN SERVICE TO BIRMINGHAM, ALA., VIA SEABOARD AIR LINE.

Commencing Sunday, July 24, the Seaboard will operate a through Pullman sleeper from Richmond to Birmingham, leaving Richmond 10:00 P. M. daily. Immediate connection is made at Birmingham for Memphis, Kansas City, Little Rock, Meridian, Vicksburg, Shreveport, New Orleans and all important Southern points; only one change of cars to any of the above cities. For schedules, Pullman reservations and all information, apply to nearest Seaboard agent or to

H. S. LEARD, W. M. TAYLOR, Dist. Pass. Agent, City Ticket Agent.